

The Congervilleator

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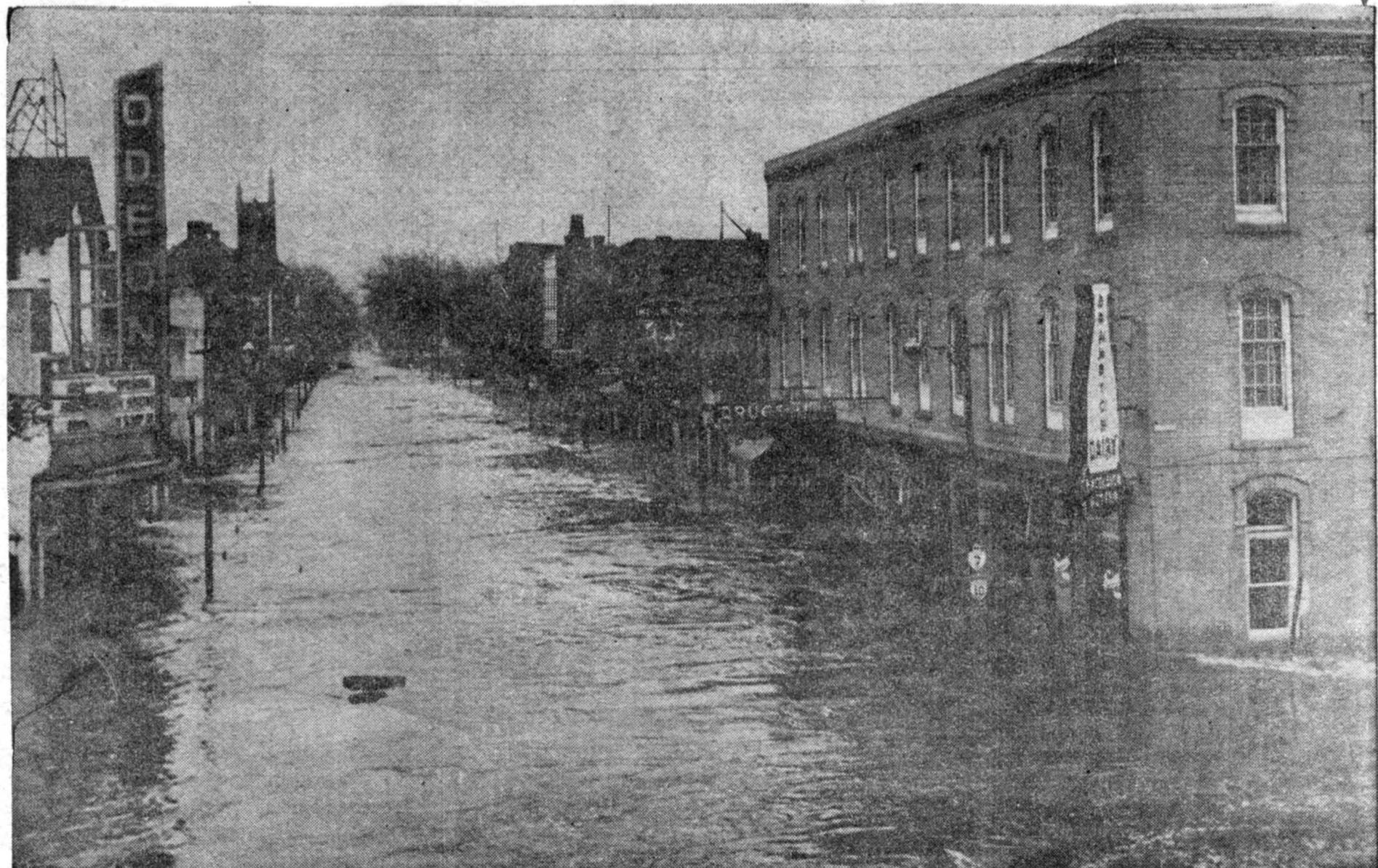
BRAMPTON, ONT., THURS., JULY 3, 1952

SUPPLEMENT

FLOOD CONTROL FINAL



↑THIS HAS DELIVERED US FROM THIS↓



★ Etobicoke-Mimico Conservation Authority ★



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Authority Chairman
Town of Brampton



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Vice-Chairman
Village of Long Branch



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Chief Officer



JAS. F. MacLAREN
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C. M. SINCLAIR
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Etobicoke Township



C. G. DEVLIN
Etobicoke Township



W. SMITH
Etobicoke Township



H. M. GRIGGS
Town of Mimico



J. L. MAUDE
Town of Mimico

Not shown: F. L. Lunn, hard-working secretary-treasurer of the Etobicoke-Mimico Conservation Authority.

Typewriter Dust

What'll We Do For Rescue Stories Now That They've Tamed The Creek?

By BILL DOOLE

IT'S ALL very well making a big hullabaloo about the flood-control channel, but we don't go along with it. Bad cess to the lot of them! They had no business tampering with the forces of nature.

Remember the good old days when the flood waters came rumbling down Main Street? What a picture it was! All that lovely muddy water rippling through basement windows and scurrying along the floors of stores.

Time was when a newspaperman could make a few extra dollars keeping the Toronto dailies supplied with sensational rescue stories and photos. Now the darned water slides silently down the diversion channel like milk down a cat's throat. There's no percentage in that!

Mind the time the late Jim Algie went fly fishing at the corner of Queen and Main? What future generation of newspapermen can hope to duplicate that story in Brampton?

And then there was the time Bert Sutton and Bill Raine took a boat out to rescue the sheep in Hall's flats—or more accurately, Hall's Lake, when the Etobicoke went into her act. Fine chance of their being any such dramatic yarns nowadays. The ruddy river's been put in a straight jacket. No longer will photographers get shots like the one of Keith Wilson and his rubber dinghy tied to a parking meter.

NOW the authorities are threatening to do something about flood control along the lakefront at New Toronto and Long Branch. That won't go down well with our friend Jack Marshall of Federal Newsphotos. There's a cameraman whose income goes up with the

lake level. Jack lives a flashbulb's throw from the water's edge. One of his famous front-page "Angry Lake" scenes was shot from his bedroom window!

Jack was showing us how handy the flood area was to his home. With a telescopic lens, he could make a fortune in flood photos without getting out of bed!

But, the authorities are out to ruin us newspapermen. They're talking about putting a sea wall or some such thing along the lakefront. If things keep up the way they're going, the only flood story left will feature the dripping tears of broken-hearted newspapermen.



WATERCYCLE
Minor flood of 1950 made cycling on George Street difficult.

Drainage Pipe for the Etobicoke Diversion Project

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TORONTO, ONT.

Channel Construction Was Gigantic Job

Use 47 Carloads Of Cement In Huge Diversion

THE modern machinery used by Armstrong Brothers Construction saved thousands of dollars and man hours in the Brampton flood-control project. Were it still Dobbin's day, with horse-drawn scoop shovels and swinging picks, the channel wouldn't be ready for another three or four years. The experts also tell us that 3,000-odd men would have been required on the job. As it was, there were rarely more than 100 men at work on the channel at any one time.

The first bulldozer went to work on the channel in June, 1950. In little more than a year, the basic channel was ready to handle flood water. Now, two years after the starting day, the channel is an accomplished project with the last sod patted into place and only odd after-though items require attention.

The Staff in Charge

The construction staff in charge of operations were: Messrs. Elgin Ted and Charles Armstrong; engineer, W. E. Wright; superintendents, George Cowan, Earl Reid, Wes Sanford and Allan Barr.

To gain some idea of the enormous aspects of the channel, The Conservator went over a few facts and figures with Armstrong Brothers. Here are some of the highlights:

Approximately 30,000 yds. of earth and 5000 tons of rock and shale were removed.

Forty-seven Carloads

Into the construction went more than 500,000 pounds of reinforcing steel, 46 cars (46,000 bags) of cement for concrete;

Six-thousand yards of concrete were poured in bridges, footings, sidewalks, manholes, pumping station.

Approximately 17,000 cubic yards of gravel went into various diversion-channel requirements;

Eight-thousand lineal feet of mastic filler was poured into the expansion joints including the slope slabs;

Approximately 8,700 feet of from 8" to 36" sewers and drains were used;

Two-thousand feet of concrete under-drain went into the job;

Twenty-six manholes and 23 catch basins were installed;

More than 2,000 feet of 6" to 8" watermains were laid;

Approximately 9,000 square feet of steel-sheet piling, reinforced with railroad steel at intake and outlet was used;

About 3,000 cubic yds. of rubble was absorbed in rip-rapping embankments;

Approximately 18,000 square yards of sodding and 15,000 square yards of seeding was used;

Reinforcing steel for mesh, 510,000 pounds;

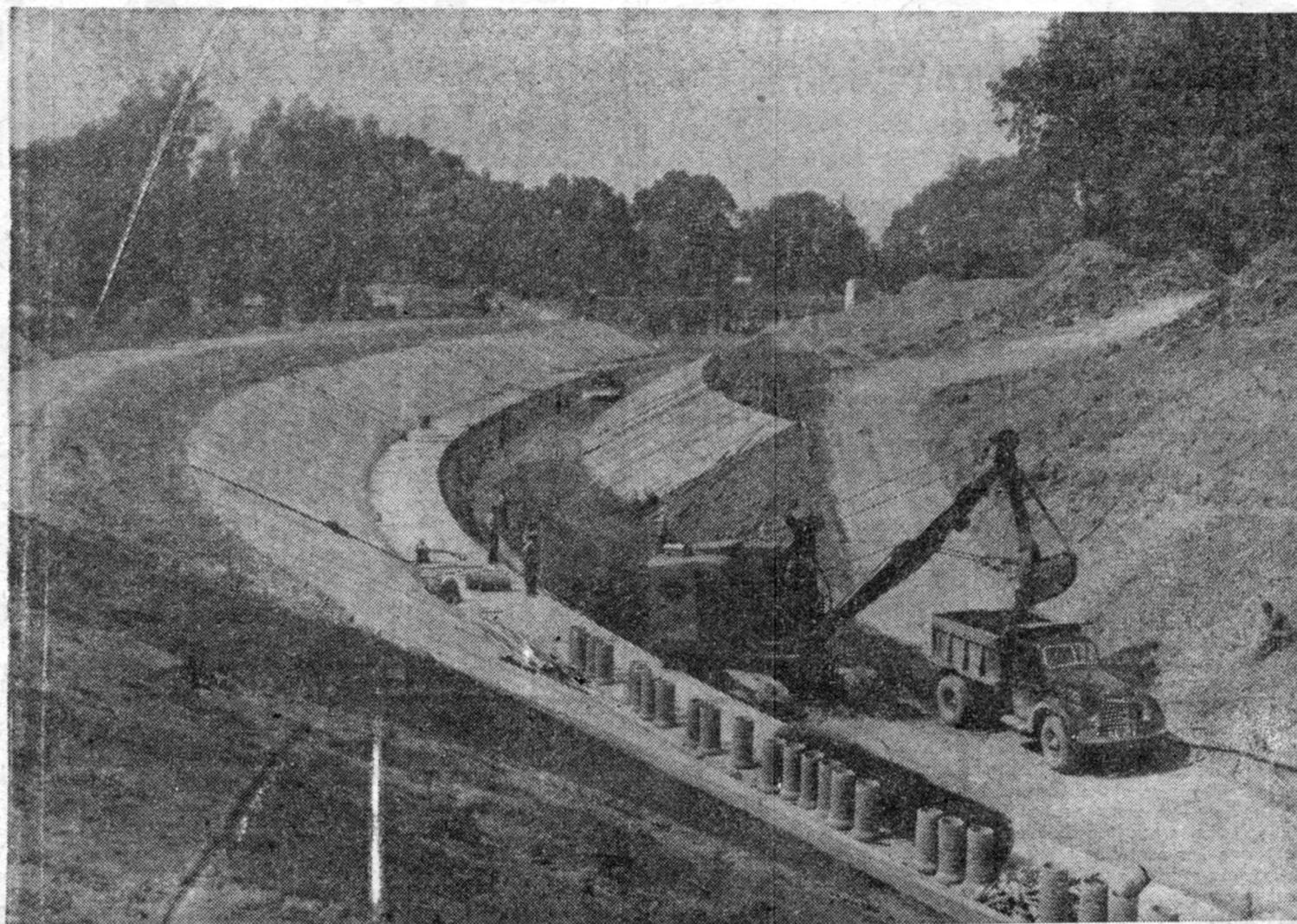
Approximately 900 square yards of asphalt surface for bridges, etc., Four cars of form lumber and timber supports—used in forms and bridge form uprights, twenty-two kegs nails, assorted sizes.

John Patterson Construction Co., Brampton, had the sub-contract to handle the steel pilings.

Supplies and Services

Scores of suppliers and special services were employed by Armstrong Brothers on the channel. Here are some of them:

Roofers Supply Co., Toronto; Armclo Drainage and Metal Products of Canada, Guelph; Canada Valve and Hydrant Co., Brantford; National Iron Corp., Toronto; Newby Contracting Co., Toronto; Concrete Pipe Co., To-



Big power machinery used by Armstrong Brothers Construction saved thousands of man-hours in the time required to complete the channel. View is looking north towards Church Street from Nelson Street bridge.

ronto; Concrete and Building Specialties Co., Toronto. Cooper Steel Sales Co., Toronto; John J. Gartshore, Toronto; Construction Equipment Co., Toronto; Cooksville Brick Co., Toronto; Burlington Steel Co., Hamilton; Maralumbers and Heating, Brampton; Algoma Steel Corp., Toronto; Dresser Manufacturing Co., Toronto; Central Bridge Co., Trenton; Canadian Brass Co., Galt; Steel Co. of Canada; Georgetown Lumber Co.; Hobbs Glass Co., Toronto; Brampton Brick Co.; Runnymede Iron Co., Toronto; Canada Hardware Ltd.; G. T. Holley, electrical contractor, Brampton; Victaulic So. of Canada, Toronto; National Sewer Pipe Co., Toronto; Dominion Wheel and Foundry Co., Toronto; Sykes and Co., Toronto; Dixie Sand and Gravel, Toronto; Canada Cement Co., Toronto; Canada Metal Co., Toronto; Asphalt Services Ltd., Toronto; C. Smithson, Brampton; A. C. Horne, Toronto; Brampton Hardware; Blain's Hardware; Brampton Lumber; Brampton Fuel Co.; Bill Bailey, Brampton; National Welding Co.; F. T. Hill Co. Ltd., Brampton.

ers, bulldozers, pavers, loaders, and other heavy equipment used on the channel were well known makes. They included: Lorain, Lima, Laplante-Choates, Bucyrus-Erie, International Harvester, Austin-Webster, Adams, Koehring, LeTourneau, Gorman-Rupp, London Machinery, Fordson, Trojan and Cedar Rapids.

Equipment dealers from whom most of the heavy machinery was purchased include Construction Sales, Toronto; W. L. Ballantine Co., Toronto; Construction Equipment Co., Toronto; George W. Crothers Ltd., Toronto; Sawyer-Massey.

The crushed stone was supplied by Armstrong Brothers' Vinemont Quarries, at Vinemont, Ont.

Armstrong Brothers, a hometown firm whose business is nation-wide, took special pride in this important home-town project. While by no means their largest contract, it ranked high in their list of accomplishments. Company spokesmen point out that 98% of the labor employed on the project lived within a 10-mile radius of Brampton.

Accident man hours lost time—NIL.

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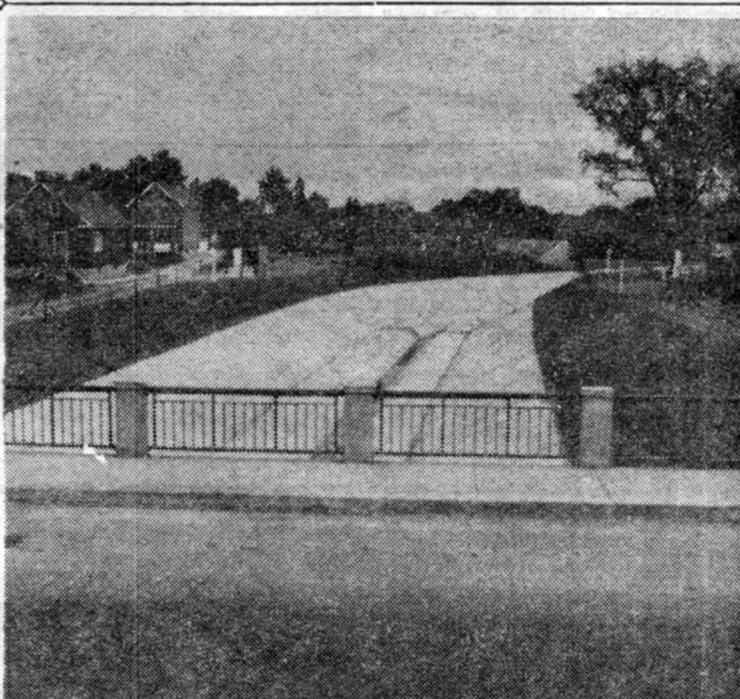
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Phone 250



—Photo by Lloyd Baxter, Dept. Planning and Development
Completed channel presents eye-pleasing appearance. Neat sodding job adds finishing touch to huge engineering project. Section of channel shown runs south from Queen St. bridge.

NEWBY Contracting Company

Specialists in the Installation of Para-Plastic rubberized joint-filler to construction and expansion joints.

Para-Plastic was used as filler between concrete forms in the construction of the

NEW ETOBICOKE DIVERSION CHANNEL

Newby Contracting Co.

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REdfern 8411

TORONTO

GENERAL CONTRACTORS

FOR THE

Brampton Flood Control Project

CONTRACT AWARDED
7 JUNE 1950

WORK COMPLETED
12 JUNE 1952

OF THE

Etobicoke-Mimico Conservation Authority

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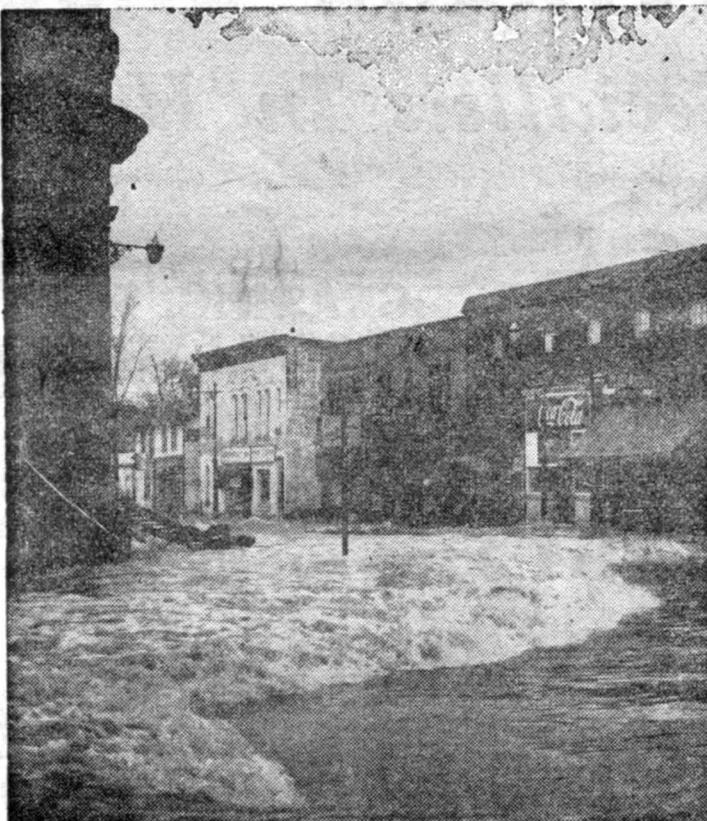
Flood waters lap at George Street veranda



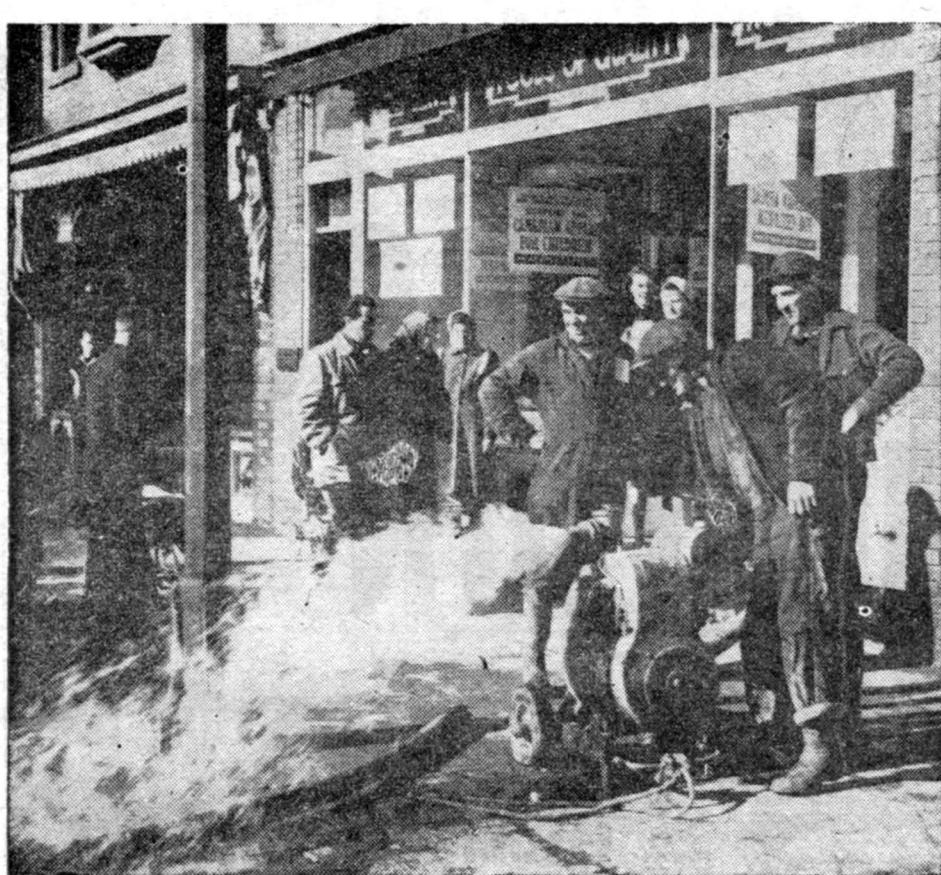
Cars fight swirling waters on Main Street South



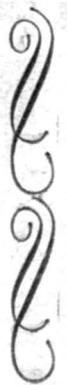
Barricades were common in store doorways



Muddy waters surround Bank of Montreal

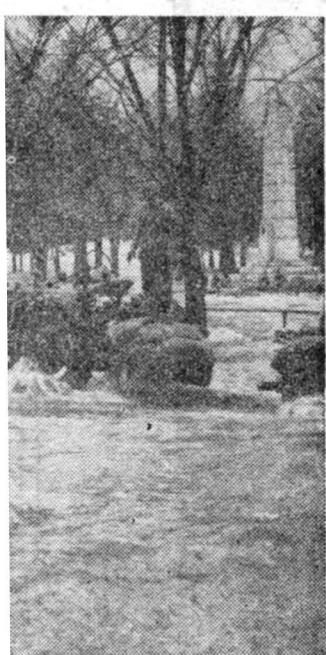


Pressure pumps were kept busy night and day



Truckloads of plate glass replace flood smashed

Flashback To Flood Episodes



South



Tow truck rescue marooned storekeepers



Nelson Street East residents take to roof tops



Mopping up silt after river receded was tedious job



Young Bramptonian rescues bike



Is of plate glass replace flood smashed windows



Cars buck the current as flood waters rise

THE CAUSE OF IT ALL

Unpredictable Etobicoke

July Trickle, May Torrent

(This pre-Flood Control Channel story appeared in The Conservator's 60th Anniversary issue. We reprint it to refresh memories of the history and antics of the Creek.)

"A rose by any other name would smell as sweet."—From a Shakespearian play.

And a river with any other name than Etobicoke would smell just as bad, providing you tunnel it through a business section of any town and lower its water content until in its deeper areas there is stagnant water and on higher levels the most opportune dump for debris under its one hundred and one classifications.

But it is because of the swell, not the smell, of Brampton's most questionable attraction that we are writing this story. For the Etobicoke for three hundred and sixty-four days can call for not more than a sidelong glance. Kids can skate upon abbreviated natural rinks on its iced surface and there was a time when youthful anglers would get promising nibbles on their line and hook a sucker from its "depths". And there has been the old swimming 'ole for school pupils. It has lifted its sullen eyes to picnickers. But that was away back before parking meters, and when you could buy gumdrops at a nickel a pound and "Jawbreakers" for eight per one cent.

When our forefathers built Brampton's business artery over the Etobicoke it could not have been because of expected shipping facilities to Lake Ontario. Pioneer settlers could be given a zero for foresight. The business tycoon of today looking back a century ago would speak more figuratively of them—"four-sighted and wearing sun-glasses."

The name of the river Etobicoke is probably derived from the Indian word "Wah-do-be-kaung", which is said to be "the place where the alders grow," an appropriate name for a creek of this type.

Pronunciation and spelling of this name seem to have presented difficulties to the early British settlers. Various spellings are found in official documents between 1786 and 1805.

Alexander Aitken, DPS, describing the first survey of the "Toronto purchase" spells the name "Tobicook". Later Augustus Jones spells it "Atobicoke" and gives the meaning as "black alder creek". In the official record for the confirmation of a grant to Major Samuel Smith in 1793, the spelling is of today, Etobicoke, and this may be regarded as the official spelling from that time on. The pronunciations have always been a problem — "Tobycocock", "Tobaccock", "Tobicot" and once "Tobico". Up to 1797 the spellings all indicate that the "k" was distinct as in joke.

Drains Large Area

Excepting at the mouth of the river where it empties into Lake Ontario, the Etobicoke is a Peel County institution. It drains 97 square miles of well-populated and mostly fertile land north of the lake. Its source lies about six or seven miles north of Brampton on the eastern slope of a low ridge which here forms part of the divide between its drainage area and that of the Credit river.

The western and larger branch flows through Snelgrove and this town and has its source in the ridge already noted. The east branch which has its ultimate source near Mayfield draws much of its water from springs probably fed by seepage from a sand and gravel ridge which lies northwest of Brampton and includes Heart (formerly Snel's) Lake and a number of swamp areas and ponds.

The drop in elevation from the source of the west branch to the mouth of the river is about 24.5 feet per mile. The fall of the east branch from Heart Lake to its



junction with the branch is about 31 feet per mile. About three miles from its source this branch levels out considerably. The main stream drops more sharply from near Dundas highway to Lake Ontario falling 100 feet in about three miles.

Unsuited to Mills

The unpredictable Etobicoke, a ripple in summer and a niagara under spring break-up or heavy rains, was once seriously considered for mill sites. In earlier times there was more summer flow than at present. Early references, however, do not indicate that it was ever very deep or difficult to cross except in time of freshet. Surveyors reported a number of possible mill sites in Chinguacousy in 1819 and some of these were still being mentioned in the inspection of Clergy Reserve lots ten years later. Competition for mill privileges was keen but none of these sites seem ever to have been developed for water power.

Deficiencies of the stream because of droughts saved settlers making the serious mistake of building a mill on a stream which proved insufficient to run it. Whatever the conditions were before 1850, in that year there is a definite record that the Etobicoke was becoming low in summer. The only important water mills on the river were in or near the village of Summerville on the Dundas highway.

In the second volume of "Canada, Past, Present and Future", W. H. Smith has the following passage: "About two and half miles west from the Mimico is the small village of Etobicoke (now called Summerville) situated on a creek of the same name. Here is a grist mill, containing two run of stones and it is intended to insert a small steam engine to be used when water runs short. It is found that as the country becomes cleared up and drained and the sun has power to act upon the land, the body of water remaining in the small streams is much diminished . . ." Smith published his book in 1851.

The west branch, with Brampton as its port of call, has always invited severe criticism. Back in 1860 it was named as a creek and described as a series of stagnant

pools. There was swimming and council time after time forbade this recreation. But not because of being perturbed over the youngsters' health. The kids galloped over the banks in their birthday

—Continued on page 9

More than one car was washed down the main thoroughfares of Brampton during the height of the 1948 flood. An estimated half-million dollars damage was done to business establishments and homes as the tempermental Etobicoke went on the biggest spree of its history.

Congratulations!
We are pleased to publicly extend sincere congratulations to the
Etobicoke-Mimico Conservation Authority

on the occasion of the formal opening of the new Etobicoke Diversion Channel.

To the members of the Authority, in recognition of their efforts, we offer our grateful thanks.

BRAMPTON CHAMBER OF COMMERCE

THIS WAS BRAMPTON, 1948, NOT VENICE



No More Of This

The Flood Control Channel has been designed to cope with a volume of water 50% higher than the peak of the 1948 flood.

Unpredictable Etob.

Continued from page 8—
suits and their behavior and unattire brought blushes to the staid citizenry.

As Brampton spreads its wings and earned an incorporated status of a town the situation became worse. The Etobicoke today is a curvaceous trick but in those days it had more curves than Lana Turner and certainly not in the right places.

First Diversion Plan Abandoned

And so a plan was worked out to straighten out some of the twists, eliminate its playful antics through the business section and generally bring about a river less potent in its rampages in late winter and

early spring. The plan was to cut a new bed from across a series of bends. Councillors burned the midnight oil, ogled the assessment rolls and scratched their heads.

And there was action. An application was made to the provincial legislature in 1873 and the plan included erection of a dam or dams above the town to provide water to increase the flow in dry seasons. While the chief reason was prevention of floods, summer stagnation was another major consideration.

An editorial in the Brampton Progress at the time stressed the importance of flow in summer and described in detail shocking conditions which existed. Conditions gradually improved by the original plan submitted at Queens' Park

was abandoned as being too costly.

Today the Etobicoke Authority has provincial support to take the kinks out of the Etobicoke, eliminate damage resulting from serious overflows and make of it a sane and sound stream. And the plan as in 1873 is to effect a straight course through Brampton, diverting the stream entirely from its tranquil summer flow beneath the merchandising market of Brampton's big business.

When this is done in conjunction with other control measures on the high lands of the watershed a new era of well-being will commence for the plant life, wild life and people of the Etobicoke watershed.

The Show Must Go On

When the excited Etobicoke, its waters lashed into a fury by a

score of contributing rivulets swollen by rain or melting snow, goes berserk you should not procrastinate or take anything for granted.

When Rosalea is bathed in its murky drip-over and Nelson Street is blotted out by its continuous uprise, sound the sirens. For the business section is in danger of its copper-colored fluid and damage, embarrassment and wet feet follow through.

And in very short time! Not hours or half-hours. Merchants have but minutes to labor if damage is to be lessened. In the flood of May, 1943, caused by heavy and continuous downpours of rain, a theatre manager would not listen to forecasts of authoritative citizens. In his vocabulary the show had to go on—come 'll and high

waters. Person y he concluded that the boys were giving him the "bologna", in his book the Etobicoke was just a stream a block or so east.

And the show went on. But not for more than half an hour. Trucks were secured to remove the screen fans who had been bold enough to close one eye against a flood menace that on this particular night was as sure as death and taxes.

It's A Free Country

If you try to go through it too fast, you get a summons.

If you try to explore any of it, you're arrested for trespassing.

If you spend a few weeks in it, it costs a king's ransom.

And, if you own a chunk of it yourself, you're up to your neck in taxes the rest of your life!

Peel Pioneers

Armstrongs Set The Pace In Racing And Construction

FIRST of its kind ever undertaken in Canada, the Brampton flood-control channel represented a challenge to Armstrong Brothers. But the Armstrongs thrive on challenges. They have done ever since one of their illustrious ancestors, Robert the Bruce, took an object lesson from a persevering spider.

It was quite a challenge, for example, when a little 14-year-old Peel County farm boy, woke up one morning to find that his daddy was dead. Somebody had to pitch in and manage the 150-acre farm. As the eldest of four sons, that task fell to Elgin Armstrong. Elgin took up the challenge and became one of the best farmers in the county. Seven years later, the second great tragedy of the four brothers' lives occurred, when their mother died. But, by this time, their security was assured.

Product of Teamwork

When you step into the ultra-modern office of Elgin Armstrong on No. 7 Highway, a little northwest of Brampton, it's difficult to realize that the prosperous looking executive has accomplished so much in 40 years. But, he'll be the first to emphasize that the fortunes of Armstrong Brothers are as much the product of his partner and brother, Ted, as they are his own.

"Ted's the production man," declares Elgin. "I'm just the Joe who does the figuring." At any rate, whatever the combination, the Armstrongs seem to have it. Latterly, the two brothers have been enjoying the contributions of a third Armstrong, Elgin's son, Charlie, a hard-working young RCAF veteran who abandoned a University Engineering course to get into the shirt-sleeve side of construction. He's an executive, too, but that doesn't prevent him from dirtying his hands or whipping about in a pickup truck. Ted, like Eddie Cantor, has an all-girl family of four.

Tremendous Organization

The scope and magnitude of Armstrong Brothers' undertakings are such that few laymen have any conception of what the company has accomplished on the national scene. The diversion project was a big, but by no means the largest Armstrong project. From homes to highways, sidewalks to airports, Armstrongs have taken them in their stride. They've done the grading and paving of 16 Canadian airports altogether.

You'd need Seven-League boots to inspect Armstrong Brothers projects that have been completed in Ontario, Quebec, Nova Scotia

and Newfoundland. At the time of writing, Armstrong men and machines are busy on roads and airports throughout Ontario and Quebec. Visit the big new airport at Mount Hope and you'll find Armstrong grading and paving crews on the job; drive along the new Barrie highway and you'll find Armstrong workmen constructing an over-pass; visit 13 other Ontario projects and the name Armstrong will greet you on construction shacks and on heavy machinery. And then go on to Quebec and it's the same story all over again.

A Few Examples

The mammoth causeway to Sable Island off New Brunswick's shore was an Armstrong job. So was the large contract at Gander Airport. Scores of wartime gun emplacements throughout the Maritime Provinces were the work of Armstrong Brothers.

You won't always find the name Armstrong. Sometimes it's one of their subsidiary companies whose name identifies the job. There's Montcalm Construction Ltd., with headquarters at Trois Pistoles,

Que. and Peel Construction Co. and Armstrong Brothers at Brampton. Montcalm which was set up by brother Ted, takes care of Quebec contracts.

How did all this start? Well, if you listen to Elgin Armstrong, it sounds quite simple.

It Happened One Day

"My brother and I went out one day in 1929 and bought six trucks," he says. "We had decided there wasn't enough in farming, so we decided to go into the haulage and construction business."

Their original stake was a small one. Ted and Elgin had \$1,000 each. They bought the six trucks from George Farr and set out to fill their original contract. This original deal was to haul gravel for Dufferin County.

A sub-contract followed on No. 7 Highway, then a spell of road work for Oxford County.

In 1930 they bought their first heavy machinery, some big graders. Today they have more than a million dollars invested in heavy equipment, including power shovels, bulldozers, concrete-laying monstrosities and big trucks.

Craftsmen are kept busy the year round at the Armstrong shops on No. 7, repairing and maintaining the rolling stock. Some idea of the investment may be gained from the fact that a tire for one of the earth-moving machines costs up to \$2,800 — the price of a passenger car!

Peel Construction owned and operated Canada's largest rock crushing mill in Quebec, turned out several million tons of crushed stone for Canadian National Railways.

Vision and Hard Work

We tried to pin Elgin Armstrong down as to his formula for success, but it became rather evident that the answer lay in sheer hard work, vision and a job well done. A job well done brings other jobs. Elgin declares, and who is to dispute that?

We suggested that careful estimating had a part in the process, and he admitted that it had a lot to do with it.

No final estimates leave Armstrong Brothers without Elgin giving them the once-over. He has an uncanny ability to detect

inaccuracy in figures. Members of his office staff put it down to an almost uncanny sixth sense.

This, too, is a particular accomplishment, when you recall that Elgin Armstrong assumed management of his late father's farm at the age of 14. This meant giving up his schooling. He tried to make his entrance, but a kid can't pitch hay all day and go to school, too. It goes without saying that lack of formal education hasn't hindered the business career of one Elgin Armstrong.

Eight-Day Week

He puts in "a seven-day week and a 16-hour day," but we suspect that his intense enthusiasm for the construction industry offsets any fatigue which might result. His business acumen and physical agility are somewhat belied by his casual and relaxed approach. His constant cigar and penetrating glance suggest a touch of the tycoon, but he insists that he's "just a plain Joe."

It was no easy task to interview Elgin Armstrong. A modest man, he was inclined to belittle his accomplishments. But he couldn't conceal his justifiable pride in the accomplishments of his horses. Armstrong racers, both runners and harness horses, have collected firsts on the leading tracks of North America. Only last week his Helicopter trotted home with the \$3,000 stake at Garden City, New York. Also last week son Charles' Black Velvet won in jumping events at Galt.

The Armstrong colors have

—Continued on page 11

LaPLANTE – CHOAT MOTOR SCRAPERS PLAYED THE MAJOR PART IN MOVING THE THOUSANDS OF TONS OF DIRT TO MAKE POSSIBLE THE NEW ETOBICOKE DIVERSION CHANNEL

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OFFICIALLY OPENS CHANNEL

Prime Minister Leslie Frost officiates today at the formal opening of the channel. He is accompanied by Ontario Cabinet Ministers Griesinger, Thomas and Kennedy. The Provincial Government contributed 75% of the total cost of the project.



HON. WM. GRIESINGER
Minister of Planning and Development



B. HARPER BULL
Mayor of Brampton



HON. F. S. THOMAS
Minister of Public Works



HON. T. L. KENNEDY
Minister of Agriculture

Armstrongs Set

Continued from page 10—
flown triumphantly at Chicago, New York, Atlantic City — almost any show centre you can name on this continent. Victory Maid, which took the junior class in the show ring at Chicago in 1951, was sold by Mr. Armstrong for a considerable sum. His Crystal Lady was judged the world's outstanding hackney pony.

Ribbons Galore

But, one would need a special edition to describe the fascinating achievements of the Armstrong stables. The old tack room was filled to overflowing with ribbons. A new one, with more wall space, is now under construction.

The love of thoroughbreds and standard breeds runs through the Elgin Armstrong family. His wife, son and four daughters are just as keen as he is about the breeding, showing and competing of good stock. Mrs. Armstrong is an accomplished driver; has upheld Armstrong colors alongside the best the United States has to offer, frequently bested them.

Elgin's knowledge of the value of "good blood" traces back to his days on the old family farm. The fatherless lad built up valuable herds of cattle and sheep. In fact, the livestock brought a good part of the \$28,000 he raised in an auction when he was 18.

The "Armstrong touch" has never been confined to the construction world. His farms — he still owns two — are models of agricultural progress. He had introduced several "firsts" in farming methods and the famous Rosafe Holstein herd — rated one of the best in Canada — was developed by Elgin Armstrong. The 500-acre Rosafe farm on No. 7 Highway was purchased three years ago from Elgin Armstrong by a South American lawyer, Dr. Hector I. Astengo, for one of the highest prices ever recorded in Ontario farm sales. This price included the Holstein herd, with the cows valued at \$1,000 a head.

Roots Go Deep

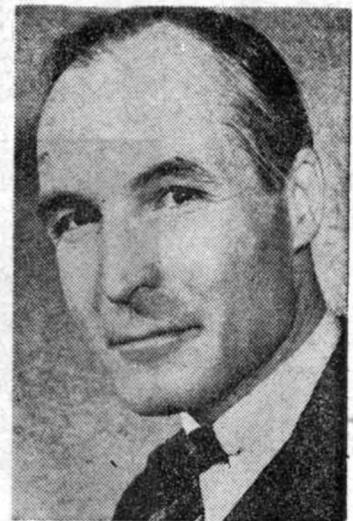
Peel may well be proud of the Armstrong family. It was a fortunate day for the County when a happy Irish immigrant, appropriately known as "Cheery" Armstrong decided to settle here. Elgin's great grandfather "Cheery" settled in what was then the

Message From Dana Porter

Hon. Dana Porter, Minister of Planning and Development when the Flood Control Channel was launched, has sent the following message to The Conservator:

It is with profound regret that I shall be unable to be present at the official opening of the river diversion works at Brampton. The plans for this undertaking were formulated during my term of office as Minister of Planning and Development. As the result of the foresight and public spirit of the citizens of Brampton and the other municipalities in the Valley of the Etobicoke River the plans for these works were completed. Now the project has been built. It must be a very great satisfaction to all those who have taken part in this undertaking.

The flood conditions in the Town of Brampton have been a grave concern to the citizens for many years. It is expected that this project will provide the relief that has been sought for so long and has become so acutely necessary.



HON. DANA PORTER
Former Minister of Planning and Development.



C. V. CHARTERS
Arrangement Committee Chairman



EMERSON MCKINNEY
Pres., Brampton Chamber of Commerce

"Cheery" Armstrong would be mighty proud of his grandsons — particularly if he could have heard the words of praise spoken by Ontario's Prime Minister today at the opening of the flood-control channel.

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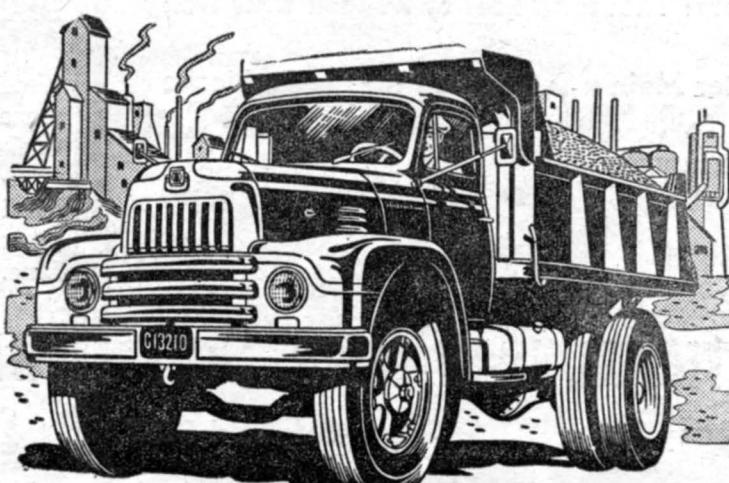
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Thanks for a job well done!



We, the Merchants of Brampton's Business Section, express our gratitude to the members of The Etobicoke-Mimico Conservation Authority and other officials whose efforts have resulted in the completion of the new Etobicoke Flood Control Channel:

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